



MARINE AIRCRAFT GROUP 26

Safety Bulletin

No. 42
11 June 2004



Photo of the Week

To Cross Or Not To Cross?
That is the Question...

[Click to go to Safety Center Site](#)



Look closely at this picture of a person caught on film while running a red light. What initially looks like a big trash bag flapping past the passenger window is actually a man in a white shirt being thrown through the air after being hit. You can see his brief case flying a few feet in front of a pair of petrified pedestrians.

Aside from the obvious lesson about not running red lights and paying attention, which the driver doesn't seem to be doing at all, there's something more important to be learned from this poor fella's pummeling. It can be summarized in eight words: Look both ways before you cross the street. "Yeah, but there was a red light and he had a "walk" sign," you say? True enough, but that didn't do him much good, now did it?

Folks, just 'cause you have the right of way doesn't mean others are going to give it to you. If you're crossing the street, especially at an intersection, be extra alert. Make eye contact with drivers to make sure they know you're there. And if a vehicle looks like it's not slowing down ... it probably isn't.

WEEKLY FLAGALL 1 - 6 JUN 2004

OPERATIONAL: None

AVIATION: None

NON-OPERATIONAL:

040526: A LCpl from MSSG-24 was standing in the bed of a pickup in Jacksonville, NC, unloading a motorcycle. As he released the motorcycle hold-down straps, he slipped and fell out of the pickup, breaking his femur and injuring his clavicle. Emergency personnel responded, transporting SNM to Camp Lejeune Naval Hospital. He was then further medevaced to Cape Fear Hospital in Wilmington, NC.

040601 A Sgt and a LCpl from 2d FSSG were returning from the Memorial Day Special Liberty Weekend. While in Wilson, NC, the LCpl fell asleep at the wheel, causing the vehicle to veer off the road and strike a tree. The LCpl sustained a concussion. The Sgt, a passenger in the front seat, sustained a fracture to his mid-section, a bruised back and ribs, and a laceration to his kidney. Both Marines were wearing seatbelts. Alcohol was not a contributing factor.

040603 A PVT from 3d LAR was a passenger in a vehicle driven by another Marine (LCPL) in the vicinity of Cabazon, CA. As a large truck attempted to pass the left side of the LCPL's vehicle at a high rate of speed, the LCPL swerved off the road, striking a merge sign. The PVT sustained a subdural hematoma from the impact, and is hospitalized at the Desert Regional Medical Center in Palm Springs, Ca. The LCPL received only minor scrapes and bruises. They were in a liberty status at the time of the incident.

040602 A PVT from 4th MAR, 1st MARDIV sustained a heat related injury in the Al Anbar Province. He was taken to the 31st Combat Support Hospital (CSH) for treatment.

SUICIDES:

040604 A CPL assigned to 3D BN, 12TH MAR was found with a belt around his neck, unconscious in his barracks room aboard Camp Hansen in Okinawa, Japan. SNM was rushed to the Camp Lester Naval Hospital where he later died. The death has been designated a suicide and an investigation is ongoing.

THE SUMMER SEASON IS RAPIDLY APPROACHING. SUMMER IS TRADITIONALLY A TIME FOR VACATION AND TRAVEL. HISTORICALLY, HOWEVER, SUMMER IS WHEN A NUMBER OF MARINES, SAILORS, AND FAMILY MEMBERS LOSE THEIR LIVES IN PREVENTABLE, TRAGIC MISHAPS. OF THE 64 NON-OPERATIONAL FATALITIES IN FY03, 26 OCCURRED BETWEEN THE MEMORIAL DAY AND LABOR DAY WEEKENDS. IN THE PREVIOUS 5 YEARS, 81 TRAFFIC AND 11 RECREATIONAL FATALITIES OCCURRED DURING THE SUMMER. COMMANDERS WILL PROVIDE GUIDANCE IN DEVELOPING SAFETY PLANS THAT HIGHLIGHT THE INCREASED RISKS OF MANY POPULAR SUMMER ACTIVITIES. 2. MEMORIAL DAY CAN SET THE TONE FOR THE REST OF THE SUMMER. CELEBRATE MEMORIAL DAY, BUT DON'T LET IT END WITH YOUR OWN MEMORIAL. RETURN TO WORK READY TO KEEP ATTACKING. 3. THE MARINE CORPS SUMMER SAFETY CAMPAIGN KICKS OFF WITH THE "CLICK IT OR TICKET" NATIONAL SEAT BELT ENFORCEMENT INITIATIVE. THIS INITIATIVE BEGAN 17 MAY AND RUNS THROUGH 7 JUNE IN CONJUNCTION WITH THE NATIONAL SAFETY COUNCIL, AND STATE AND LOCAL LAW ENFORCEMENT AGENCIES. ON-BASE SEAT BELT USE IS TYPICALLY ABOVE 96 PERCENT, YET OFF-BASE MOTOR VEHICLE ACCIDENT STATISTICS SHOW THAT 43 PERCENT OF THE TRAFFIC FATALITIES OVER THE PAST 10 YEARS WERE NOT WEARING A SEAT BELT. IN FY04, THE MARINE CORPS HAS ALREADY HAD 22 TRAFFIC CRASHES CLAIMING THE LIVES OF 24 MARINES. AT LEAST SEVEN OF THOSE MARINES WERE NOT WEARING SEATBELTS; HAD THEY TAKEN ONLY A COUPLE OF SECONDS TO BUCKLE UP, THOSE MARINES MAY HAVE SURVIVED. 4. A SECOND NATIONAL ENFORCEMENT INITIATIVE, "YOU DRINK & DRIVE, YOU LOSE," WILL CLOSE OUT THE SUMMER SAFETY CAMPAIGN OVER THE LABOR DAY WEEKEND. OVER THE PAST 5 SUMMERS, 30 PERCENT OF THE TRAFFIC FATALITIES IN OUR CORPS INVOLVED THE USE OF ALCOHOL. ALCOHOL AND DRIVING IS A DEADLY COMBINATION; ALCOHOL AFFECTS JUDGMENT AND INCREASES THE POTENTIAL FOR A COMBINATION OF RISKS THAT MAY LEAD TO HORRIFYING CRASHES. 5. OTHER LEADING CAUSES OF TRAFFIC MISHAPS INCLUDE EXCESSIVE SPEED AND DRIVING WHILE FATIGUED. IN THE MARINE CORPS, 52 PERCENT OF THE FATAL CRASHES OVER THE PAST 5 YEARS INVOLVED DRIVING TOO FAST FOR CONDITIONS AND 16 PERCENT INVOLVED DRIVER FATIGUE. OBEY THE SPEED LIMIT; DON'T DRIVE TOO FAST FOR ROAD, TRAFFIC, WEATHER OR VEHICLE CONDITIONS; AND PLAN YOUR TRIPS WITH PROPER REST AND DRIVE TIMES TO RETURN ON TIME AND SAFELY OR CONSIDER ALTERNATE FORMS OF TRANSPORTATION. IF YOU ARE RUNNING LATE, CALL AND LET SOMEONE KNOW, BUT DON'T SPEED OR DRIVE ALL DAY AND NIGHT TO MAKE UP LOST TIME. 6. WHILE MOTOR VEHICLE CRASHES ARE THE LEADING KILLER OF MARINES AMONG NON-OPERATIONAL MISHAPS, RECREATIONAL MISHAPS ARE NO LESS DEADLY. NINE RECREATIONAL FATALITIES HAVE ALREADY OCCURRED IN FY04. SEVERAL SERVE AS PRECURSORS OF WHAT WE CAN EXPECT DURING THE 101 CRITICAL DAYS OF SUMMER. A MARINE DIED AS A RESULT OF INJURIES WHEN HE WAS EJECTED FROM HIS ATV; HE WASN'T WEARING A HELMET. A MARINE DROWNED WHILE SWIMMING IN JAPAN; DESPITE WATER CONDITION WARNINGS OF SEVERE HAZARDS, HE CHOSE TO SWIM ANYWAY. A MARINE FELL FROM A 3RD DECK BARRACKS RAILING AFTER PARTYING WITH FRIENDS. A MARINE DIED FROM ALCOHOL POISONING MEASURED AT .58 BAC. A MARINE FELL INTO A CAMPFIRE AFTER CONSUMING ALCOHOL. ANOTHER MARINE DROWNED WHILE SWIMMING IN A WASH IN COLORADO; AGAIN, ALCOHOL WAS INVOLVED. ALL THESE MISHAPS SHOWED A LACK OF SOUND JUDGMENT. ALL OF THESE MISHAPS WERE PREVENTABLE. 7. COMMANDERS WILL ENSURE THAT PLANNED SAFETY EVENTS REINFORCE THE CONTINUED NEED FOR RISK MANAGEMENT DURING THE SUMMER MONTHS. ALL LEVELS OF LEADERSHIP MUST INTERVENE AT THE EARLIEST SIGNS OF UNNECESSARY RISK TAKING. I CHALLENGE EACH OF YOU TO COMMIT TO A PERSONAL GOAL OF ZERO MISHAPS EACH AND EVERY DAY THIS SUMMER. IT IS TIME TO BREAK THE CHAIN OF EVENTS THAT LEAD TO THESE SENSELESS AND PREVENTABLE TRAGIC MISHAPS. 8. KEEP ATTACKING, M. W. HAGEE, GENERAL, U.S. MARINE CORPS, COMMANDANT OF THE MARINE CORPS.

1. WELCOME TO THE LATEST EDITION OF THE FRIDAY FUNNIES, YOUR WEEKLY OPPORTUNITY TO SQUEEZE THE LEMONADE OF HAZARD AWARENESS OUT OF THE LEMONS OF OTHER PEOPLE'S PAINFUL, EMBARRASSING AND COSTLY MISHAPS.

A. IN THE ALMOST-WEEKLY "BRRZZAAPP!" FILE, MANY OF THE SHOCK HAZARDS ARE INVISIBLE AND OBSCURE. AVOIDING THEM WOULD HAVE TAKEN SPECIALIZED TRAINING AND EQUIPMENT (WHICH IS WHY WE HAVE ELECTRICAL-SAFETY PROGRAMS AND ELECTRICIANS). A RECENT HAZARD AT A SUBMARINE BASE WASN'T PARTICULARLY SOPHISTICATED. A SAILOR WAS USING A DROP LIGHT WHILE CLEANING A BILGE. THE LIGHT'S END CAP HAD BROKEN OFF, EXPOSING TWO BARE, LIVE WIRES. EVEN I, AN ENGLISH MAJOR WHO KNOWS MORE ABOUT AMPERSANDS THAN AMPS, COULD HAVE SPOTTED THOSE BABIES WITH MY UNTRAINED EYEBALLS DURING A 15-SECOND PRE-OP CHECK. BUT THE SAILOR CHOSE TO IDENTIFY THEM WITH HIS FOREARM. THE DOC SAID HE WAS FINE, BUT AS ALWAYS WITH ELECTRICITY, IT COULD EASILY HAVE BEEN WORSE. HOW MANY OTHER CREWMEMBERS USED THAT DROP LIGHT, TURNED IT IN, STORED IT SOMEWHERE, OR HANDED IT TO SOMEONE ELSE?

B. AND NOW, FOR ANOTHER INSTALLMENT OF THAT EDGE-OF-THE-SEAT, NAIL-BITING, HAIR-RAISING SERIAL ENTITLED "THROUGH THE WINDSHIELD AND BEYOND." TODAY'S EPISODE IS NUMBER 12: "BLOWOUT." OUR SCENE OPENS WITH A BUNCH OF SAILORS CRUISING DOWN A ROAD NEAR ROTA. ALL BUCKLED UP EXCEPT THE GUY RIDING SHOTGUN. A TIRE BURSTS. THE CAR BEGINS TO FLIP. CARE TO GUESS WHICH SAILOR GOT FLUNG OUT THE WINDOW AND INTO A BARBWARE FENCE? IF THIS SCENE WAS REALLY AN EPISODE OF AN OLD VIDEO CLIFFHANGER, SUCH AS "THE ADVENTURES OF CAPTAIN MARVEL," OR "THE PHANTOM EMPIRE," OR "COMMANDO CODY, SKY MARSHAL OF THE UNIVERSE," WE COULD LEAVE OUR SAILOR SUSPENDED IN MIDAIR UNTIL NEXT WEEK, DURING WHICH TIME WE WOULD HAVE DREAMED UP A MIRACULOUS ESCAPE, INVOLVING A BARBWARE-PROOF INFLATABLE SUIT, OR A ROPE DANGLING FROM A HELICOPTER JUST OVERHEAD. BUT ALAS, THIS IS REALITY, SO HE ACTUALLY HAS TO FLY RIGHT INTO THE METAL BRAMBLE PATCH. LET'S REVIEW THE BIDDING. ON THE ONE HAND, YOU TAKE TWO SECONDS TO BUCKLE UP (EVERYONE ELSE IN THE CAR WALKED AWAY). ON THE OTHER, YOU HAVE TWO ROUNDS OF SURGERY AND, WITHOUT GETTING TOO GRAPHIC, LET'S JUST SAY THAT THE SURGEON HAD TO REFILL HIS STAPLER WHILE DEALING WITH YOUR SCALP WOUND.

C. DURING A SOFTBALL GAME AT AN MWR FIELD, AN ET2 ROUNDED SECOND AND HEADED FOR THIRD, CHALLENGING THE CENTERFIELDER. THE THROW GOT THERE IN A HURRY, AND THE SPIRIT OF CHARLIE HUSTLE OVERCAME THE ET2, WHO LAUNCHED HIMSELF INTO A HEAD-FIRST DIVE TOWARD THE BAG. THE FACT THAT IT WAS A BREAKAWAY BASE DIDN'T STOP HIS LEFT SHOULDER FROM GETTING STRAINED. REPORT DOESN'T SAY IF HE WAS OUT. DOES SAY HE WAS OUT OF WORK FOR SEVERAL WEEKS, THOUGH.

D. IN THE "GEE, IT ALWAYS LOOKS FINE ON TEEVEE" DEPARTMENT THIS WEEK IS A FIREMAN APPRENTICE, WHO WAS GOOFING AROUND AT AN OFF-BASE SPORTS FACILITY WITH SOME BUDDIES. HE HAD, ACCORDING TO THE REPORT, A DECADE'S WORTH OF EXPERIENCE PLAYING BASKETBALL. NOT SURE HOW MUCH OF THAT TIME WAS SPENT ANGING ON THE RIM, BUT THE MOST RECENT ITERATION DIDN'T ADD MUCH TO THE TOTAL, BECAUSE HE PROMPTLY SLIPPED OFF AND LANDED ON HIS ELBOW. AFTER A VISIT TO THE HOSPITAL, HE SPENT 42 DAYS ON THE BENCH (A.K.A. LIGHT DUTY).

2. THAT'S ALL FOR THIS WEEK, SPORTS FANS. FOCUS FOR A MOMENT ON THE WORD "CREATE," WHICH IS AT THE CENTER OF THE WORD "RECREATION." REMEMBER THE GOAL IS TO CREATE SOMETHING POSITIVE-SOME FUN, FOR INSTANCE, OR SOME RELAXATION-NOT TO CREATE ANOTHER PHONE CALL FOR THE NEAREST AMBULANCE DRIVER.

MCAS NEW RIVER MOTORCYCLE SAFETY COURSE INFORMATION AND SCHEDULE

The MCAS Motorcycle Safety Course is tentatively scheduled for the second and fourth week of each month (Wednesday and Thursday) from June 2004 through September 2004. The classroom portion (first day) will be taught in building AS-320 room 104 (located on McAvoy St) and will start promptly at 0800. The student should have all of the required equipment (specified below) for the class. The skills course is located in the MALS-26 overflow parking lot between White and Bancroft Street off Campbell Street, in front of AS-186.

Every attempt will be made to keep the schedule below, however, because the instructors are volunteers from MAG units, there may be occasions for change. If so, a rescheduled date will be established as close to the original date as possible. Personnel enrolled in the class that is changed will be notified as soon as a change is determined, therefore accurate and complete contact information when the student enrolls is essential. Once an individual enrolls in a class, it is expected that they will in fact attend the class on the date specified due to the limited space and demand for seats. As soon as it appears that the student cannot attend a class they have enrolled in, it is imperative that they contact the support office (449-6143) and cancel immediately. If for whatever reason, one elects not to attend the **free** MCAS New River Motorcycle Safety Class and chooses to enroll in a different course and incurs a fee, it must be understood that they cannot be reimbursed and that they are solely responsible for any and all fees incurred. This, however, is an option for any motorcycle operator if they so choose. Coastal Carolina Community College offers this course for approximately \$75.00. For further information on dates and location, please call Coastal Carolina Community College directly at 455-1221.

PROJECTED SUMMER SCHEDULE

09-10	June 2004
23-24	June 2004
07-08	July 2004
21-22	July 2004
11-12	Aug 2004
25-26	Aug 2004
08-09	Sept 2004
22-23	Sept 2004

To enroll in a class, the student must:

Come to the Safety and Environmental Support Office (second deck AS-211, turn left from main hatchway, first office on the left) in person and have the following:

- 1.) Proof of ownership of a motorcycle
- 2.) Have a motorcycle learners permit or endorsement on your driver's license

It is highly recommended that you call 449-6143 prior to coming to sign up to resolve any questions and ensure all required documentation is in your possession.

To participate in the course the student must provide and wear:

- 1.) Personal Protective Equipment (PPE) as specified in MCO 5100.19E
- 2.) **Department Of Transportation (DOT) approved** helmet
- 3.) Impact resistant goggles or full face shield attached to helmet
- 4.) Reflective vest
- 5.) Hard soled shoes with a heel, (**over the ankle required**)
- 6.) Long sleeved shirt and/or jacket
- 7.) Long leg sturdy pants (**no shorts or sweat pants**)
- 8.) Full fingered gloves or mittens.

The instructor will ensure compliance with PPE requirements. If the student does not have the appropriate PPE they will not be allowed to continue until they do. If there is any doubt as to the suitability of a particular piece of PPE or article of clothing it is highly recommended that the issue be resolved well prior to the class start date.

Once the student completes the course, they will need to go to the DMV and show proof of attendance and demonstrate rider proficiency in a road test to get the motorcycle endorsement on their license. Once this is complete bring the endorsement back to the Pass and ID office (AS-211) to obtain your permanent station decal.